5. The airbag arrangement of claim 1 wherein the first airbag and the second airbag are complementary shaped pairs having a nested convex and concave shape, respectively, at a portion of the first airbag in contact with a portion of the second airbag.

6. The airbag arrangement of claim 1 wherein the first seat is configured to have an adjustable first position and the second seat is configured to have an adjustable second position, and when the first position and the second position are different along at least one axis, the first airbag and the second airbag are adapted to deploy such that one side of the first airbag facing a second side of the second airbag are substantially overlapping.

7. The airbag arrangement of claim 1 wherein the first airbag comprises a first surface having a friction coefficient selected to provide a frictional force between the first surface of the first airbag and a second surface of the second airbag in contact with the first surface, wherein when the first airbag and the second airbag are deployed, the first surface and the second surface are in contact.

8. The airbag arrangement of claim 7 wherein the frictional force is selected to provide support between the first airbag and the second airbag by the contact of the first surface and the second surface to limit slippage of the first airbag and the second airbag, the first airbag and the second airbag acting together to protect the person facing the far-side crash.

9. The airbag arrangement of claim 7 wherein the friction coefficient of the first surface is greater than a friction coefficient of an area of the first airbag surrounding the first surface.

10. The airbag arrangement of claim 7 wherein:

the first airbag and the second airbag are each configured to be inflated by a gas when deployed, which causes the first airbag and second airbag to each expand and come together, thereby wedging the first airbag and the second airbag between the first seat and the second seat; and

the frictional force reduces relative slipping movement between the first surface of the first airbag and the second surface of the second airbag when deployed.

11. The airbag arrangement of claim 1 wherein the first airbag comprises a first surface composed of a stiff material selected for rigidity to provide support to a second surface of the second airbag, the second surface in contact with the first surface, wherein when the first airbag and the second airbag are deployed, the first surface and the second surface are in contact and provide reciprocal support.

12. The airbag arrangement of claim 1 wherein the first airbag comprises:

an upper portion comprising a woven fabric having a first stiffness; and

a lower portion comprising a woven fabric having a second stiffness that is different than the first stiffness.

13. The airbag arrangement of claim 12 wherein the upper portion is configured to support a head of the person and the lower portion is configured to support a torso of the person.

14. The airbag arrangement of claim 12 wherein the upper portion of the first airbag is shaped to deploy in an expanded area larger than an area of the lower portion of the first airbag.

15. The airbag arrangement of claim 12 wherein:

the upper portion of the first airbag is configured to inflate to a lower pressure than the lower portion of the first airbag;

when the upper portion is inflated, the upper portion has a soft surface to protect a head of the person; and

when the lower portion is inflated, the second lower portion has a firm surface to protect a torso of the person.

16. The airbag arrangement of claim 1 wherein the first airbag and the second airbag are configured to deploy to exert, as a pair, a reaction force against the person.

17. A method of arranging a pair of airbags for protection of a person in a vehicle in a far-side crash, the method comprising:

detecting, with a sensor in the vehicle, that a far-side crash has occurred;

deploying a first airbag positioned in a seatback of a first seat; and

deploying a second airbag positioned in a seatback of a second seat, wherein the first airbag and the second airbag are configured to deploy in a space between the first seat and the second seat, and wherein the first airbag and the second airbag are configured to act together to support a side of the person facing the far-side crash.

18. The method of claim 17 wherein deploying the second airbag further comprises wedging the first airbag and the second airbag upon deployment using a frictional force of a first surface of the first airbag and a second surface of the second airbag in contact with the first surface, the wedging of the first airbag and the second airbag providing reciprocal support and controlling slippage between the first airbag and the second airbag.

19. The method of claim 17 wherein deploying the second airbag further comprises wedging the first airbag and the second airbag upon deployment using a complementary shape arrangement comprising a convex shape of the first airbag at a portion of the first airbag in contact with a concave shape of a second portion of the second airbag to controlling slippage between the first airbag and the second airbag.

20. The method of claim 17 further comprising:

supporting a head of the person using an upper portion of the first airbag, the upper portion of the first airbag configured to inflate to a soft pressure, and the upper portion of the first airbag having a surface material selected for a softness; and

supporting a torso of the person using a lower portion of the first airbag, the lower portion of the first airbag configured to inflate to a firm pressure greater than the inflation pressure of the upper portion of the first airbag, and the lower portion of the first airbag having a surface material selected for stiffness.

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